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COUNTRY East Germany

REPORT NO.

TOPIC Bautzen-Litten Airfield and Husaren Kaserne in Bautzen

EVALUATION see below

25X1

DATE OF CONTENT

16 November 1953

DATE OBTAINED

25X1

REFERENCES

2

ENCLOSURES (NO. &amp; TYPE)

REMARKS

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1. In late [redacted] 1953, [redacted] both ends of the runway at Bautzen-Litten airfield were being marked by white signs, apparently in the form of circles. [redacted]

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[redacted] the runway had a width of 64 meters. Construction work at the field continued. Equipment seen included 2 steam rollers and 2 water carts. The glazed tower of the flight control station was occupied by a soldier. A mast, about 10 meters high, fitted with some white balls or cups was observed near the flight control station. [redacted]

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2. Contrary to previously reported observations, [redacted] in early [redacted] three two-wire telephone lines, fitted on poles and trees, extended from Bautzen to Litten airfield. Since 28 September, the Knechte Kollwitz Strasse near the Husaren Kaserne has been blocked.

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3. No ad reraft revetment were observed at the field. The fuel dump consisted of three groups of containers of which one group had four containers and the two others five containers each.

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4. On [redacted] 10 to 12 single-engine monoplanes were parked on the landing field. [redacted] these aircraft had landed there on 13 October. There was no air activity.

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5. On [redacted] construction work at the field continued. An excavator was observed near kilometer marker 3.3 on the road south of the field. Sand was being hauled to the stretch between kilometer markers 3.7 and 4.8. Between kilometer markers 1.5 and 2.5, the road was being paved. [redacted]

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1. [redacted] Comment. The exact width of the runway at Bautzen-Litten airfield has not been determined. Estimates vary between 36 and 60 meters.

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2. [redacted] Comment. No information has been received on the construction of steel-reinforced aircraft revetments at the field. As it is not expected that operational aircraft will be stationed at Bautzen airfield, it is believed that at

CLASSIFICATION SECRET

SECRET

- 2 -

25X1



shrapnelproof aircraft revetments will be constructed there in the near future. Information received on the number of fuel containers available varies between 7 and 14.

25X1

3. [REDACTED] Correct. The presence of Yak-110s is reported for the first time. After the June rebellion, air activity by the VIL has only been conducted at Sotthus airfield. According to the present report it appears that training activity by the 603d VIL Regt is to start also at Lauenau airfield. Presently, the aircraft transferred from Sotthus to Lautzen, as information received previously indicates that the number of Yak-11s stationed at Sotthus has been decreased since mid-October 1953.

L. C. G.